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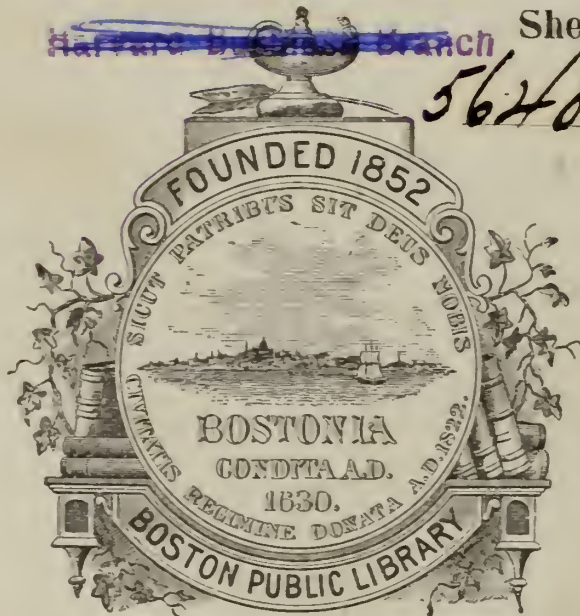
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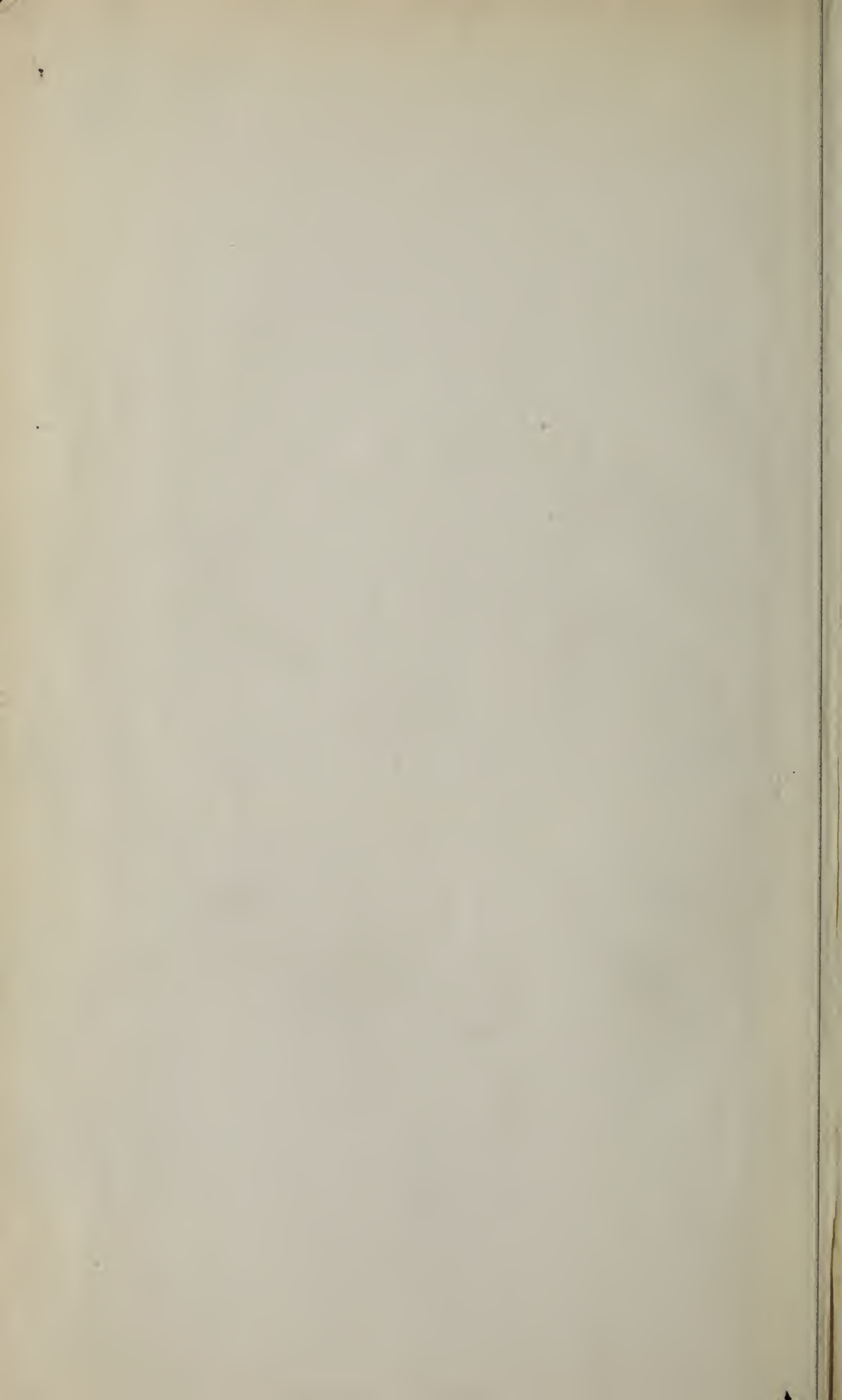
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GIVEN BY

*Boston Board of Trade*





F. Tudor

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**R E P O R T**  
OF THE  
**Committee of the Boston Board of Trade,**  
ON THE SUBJECT OF THE ICE TRADE.

JANUARY, 1857.

The first shipment of Ice was made in 1806, of 130 tons, to Martinique, by Frederic Tudor, per brig Favorite, belonging to himself, and purchased expressly for the purpose.

This first cargo was loaded at Gray's Wharf, Charlestown, and the ice was taken from a pond on the grounds of Mr. Tudor's father, in the part of Lynn now Saugus. The shipment of ice has continued to centre round Gray's Wharf since that time, and extended both ways to other wharves.

The second shipment was made in 1807, of 240 tons, per brig Trident, to Havana. These early attempts were attended with heavy losses, but the business struggled against all manner of discouragement for twenty years; during that period the embargo was laid, and the war with Great Britain took place. Success finally crowned the undertaking by the action of the Spanish government in Cuba, in granting certain privileges and a monopoly.

Until about the year 1836 the trade was almost wholly carried on by the originator, when other parties engaged in it; and it has been attempted from other places than Boston, but without success. The facilities for cheap supplies of ice and low freights keep the trade where it began, and at the same spot for shipment. This having been the case for about fifty years, it is probable the century will close without its removal, and that the demand will increase, growing with its growth and strengthening with its strength.



This trade has been, without doubt, one of the main stays which preserved the Calcutta trade almost exclusively to Boston, and it would do so for China if that country were in a more quiet condition. The freights paid to India by Mr. Tudor for ice amount to from 10 to 15 per cent. of the earnings for the whole run of the ship out and home; and it is earned without cost or deduction to the charterer or ship-owner. So with vessels bound into the Gulf of Mexico,—they take 50,000 to 60,000 tons annually, from which portion of the business the owners derive on the average \$120,000 freight money, the shippers paying the expense of loading and discharging the cargoes.

The following decennial table will show the progress of the trade, as near as can be ascertained, (dropping fractions,) exclusive of the home trade of consumption:

1806	1 cargo	-	-	-	130 tons.
1816	6 cargoes	-	-	-	1,200 "
1826	15 do.	-	-	-	4,000 "
1836	45 do.	-	-	-	12,000 "
1846	75 do.	-	-	-	65,000 "
1856	363 do.	-	-	-	146,000 "

The exports the past year (1856) have been made to the following places:

Philadelphia, Baltimore, Norfolk, Alexandria, Georgetown, Richmond, Wilmington, Washington, N. C., Newbern, Charleston, Savannah, Mobile, Pensacola, Apalachicola, Key West, New Orleans, Franklin, La., Thibodeauxville, La., Galveston, Indianola, Texas, Aspinwall, Nassau, St. Thomas, Havana, Matanzas, St. Jago, St. Johns, P. R., Barbadoes, Cardenas, Trinidad, Martinique, Guadaloupe, Kingston, Laguayra, Demerara, Bahia, Pernambuco, Buenos Ayres, Rio Janeiro, Valparaiso, Callao, Guayaquil, Ceylon, Calcutta, Bombay, Madras, Batavia, Manilla, Singapore, Canton, Mauritius, Australia.

This trade, founded on an article of no value, produces now a gross sale, at home and abroad, approaching a million of dollars, and calls into use other articles before worthless. For shavings, saw dust and rice chaff, probably \$25,000 are annually expended by the several companies now engaged in shipping ice. The planing mill, which used to be troubled or burnt down by its shavings, now has competitors to pay for them; and the saw mill in Maine, to some extent, finds a customer for what is in its way. These small things, which formerly were a subject of cost to get rid of, now produce income. The average rate of freights paid for ice shipped at Boston is \$250 the ton, clean and clear to the ship owner; therefore, he received from this trade last year \$365,000, (a large interest!) and probably *more profit* than any other interest whatever in the business. Railroads and wagons were paid \$100,000; laborers, \$160,000; towns for taxes of ice privileges and ice in store, \$1,500; and wharves, \$20,000 to \$25,000.

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There are 93 wagons and about 150 horses employed in distributing ice in Boston and vicinity; 60,000 tons are thus retailed, supplying 18,000 families, hotels, stores, and factories. The benefit of ice to steamers and passenger ships may be considered, as it has caused the nuisance of live stock at sea to be discontinued; ice preserves the fresh provisions. There are several manufactures which derive aid from ice. We hear no more of winter strained oil, it being now better strained in summer than in winter. Salt and ice make the freezing mixture in August. The fisherman is beginning to half load his boat with ice going to Massachusetts Bay, and returns with the fish as fresh as when first caught.

The whole cost on board, of ice shipped at Boston, is estimated at \$300,000. What it produces to the operators in the trade, must be left to conjecture. Whatever is received for ice, or for materials needed for its preservation, may be considered as so much gained for the labor



of the Commonwealth—something for nothing; the direct reward, for labor; and for the ship, money she could not otherwise obtain.

In Philadelphia and Baltimore the consumption of ice is large, and the people are skillful in its production with less of cold weather than we have. In New Orleans a servile rebellion might be more feared if deprived of the 50,000 tons of ice they receive annually from Boston than from any other hardship that could be imposed upon the black population.

The ice trade was born here in Boston, and has been growing and extending itself, with no successful competitor, for more than half a century, as has been stated above, and there is reason to think it is yet in its infancy.

The bodies of water in the vicinity now contributing ice have been held, and are taxed as the *property* of the abutters, and have been growing in value as the trade advanced.

All which is submitted.

FREDERIC TUDOR,  
TIMOTHY T. SAWYER.

BOSTON, *January* 1, 1857.



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